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CENTRAL FAX CENTER

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Amendment and Response  
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**AMENDMENTS TO THE CLAIMS**

This listing of claims will replace all prior versions and listings of claims in the application:

**Listing of Claims:**

1. (Cancelled).
2. (Currently Amended) The heat exchanger for the vehicle of claim ~~[[1]]~~ 11, wherein a vertical height of the condenser is smaller than a vertical height of the radiator.
3. (Currently Amended) The heat exchanger for the vehicle of claim ~~[[1]]~~ 11, wherein the refrigerant passage of the condenser is partially partitioned into upper and lower passages, thereby allowing the refrigerant to flow into the upper refrigerant passage ~~in the mutually-opposite directions~~ in a direction opposite to a direction of an outgoing flow of the refrigerant.
4. (Withdrawn) The heat exchanger for the vehicle of claim 1, wherein the refrigerant passage is formed by pipe members juxtaposed vertically to extend in the horizontal direction of the heat exchanger, the pipe members being communicated with each other through a communication part, thereby allowing the refrigerant to flow in the refrigerant passage in the mutually-opposite directions.
5. (Cancelled).
6. (Cancelled).

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7. (Withdrawn) The heat exchanger for the vehicle of claim 4, further comprising a block having an introductory port formed therein for connection with the inlet of the refrigerant passage and a drain port formed therein for connection with the outlet of the refrigerant passage,

wherein the introductory port is provided, on an opening side thereof, with a tapered part, and

wherein the drain port is provided, on an opening side thereof, with a tapered part.

8. (Withdrawn) The heat exchanger for the vehicle of claim 7, wherein one of the introductory port and the drain port is convex-shaped, while the other of the introductory port and the drain port is concave-shaped, and

the convex-shaped port is adapted so that its outer periphery comes into contact with an end of one of the pipe members through the tapered part, while the concave-shaped port is adapted so that its inner periphery comes into contact with an end of the other one of the pipe members through the tapered part.

9. (Withdrawn) The heat exchanger for the vehicle of claim 4, wherein the communication part is formed by a cylindrical joint having upper and lower tapered portions,

the pipe members are provided, at corresponding positions thereof, with insertion holes respectively, and

the upper and lower tapered portions of the cylindrical joint are fitted to the insertion holes of the pipe members under pressure, whereby the pipe members are communicated with each other.

10. (Withdrawn) The heat exchanger for the vehicle of claim 4, wherein

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the pipe member for connection with the drain port of the block has an outer diameter larger than an outer diameter of the pipe member for connection with the introductory port of the block.

11. (New) A heat exchanger for a vehicle, comprising:

a radiator arranged in an engine room for cooling cooling water for an engine of the vehicle;

a condenser arranged in front of the radiator in a traveling direction of the vehicle for cooling a refrigerant for an air conditioning cycle of the vehicle, the condenser including a condenser core part and refrigerant passages arranged on top and bottom of the condenser core part,

an oil cooler which is integral with the condenser, the oil cooler including an oil-cooler core part and refrigerant passages arranged on top and bottom of the oil-cooler core part,

wherein the refrigerant passages of the condenser have an inlet and an outlet face a first direction at one side of the condenser core part, and

wherein the refrigerant passages of the oil cooler have an inlet and an outlet disposed at the other side of the condenser core part, wherein the inlet and the outlet of the refrigerant passages of the oil cooler face a second direction opposite to the first direction.